

**BEFORE THE
FEDERAL MARITIME COMMISSION**

DOCKET NO. 13-05

**AMENDMENTS TO REGULATIONS GOVERNING OCEAN TRANSPORTATION
INTERMEDIARY LICENSING AND FINANCIAL RESPONSIBILITY
REQUIREMENTS, AND GENERAL DUTIES**

**COMMENTS OF DANZAS CORPORATION D/B/A DANMAR LINES LTD. D/B/A DHL
GLOBAL FORWARDING D/B/A DANZAS AIR & OCEAN D/B/A DANMAR LINES –
NON-VESSEL OPERATING CARRIER**

I am Ahmet Adil Erener, Vice President OFR Head USA and FMC license qualifier for Danzas Corporation d/b/a Danmar Lines Ltd. d/b/a DHL Global Forwarding d/b/a Danzas Air & Ocean d/b/a Danmar Lines (“Danmar Lines”) a non-vessel operating carrier and freight forwarder. Danmar Lines is a holder of an ocean intermediary license and is authorized by the Federal Maritime Commission (“FMC”) under license NO. 000315NF.

Danmar Lines, an Ohio corporation, is a subsidiary of DPWN Holdings (USA) Inc., also an Ohio corporation. DPWN Holdings (USA) Inc. is wholly owned by Deutsche Post-DHL (“DP-DHL”), a company based in Bonn, Germany. While part of DP-DHL group, Danmar Lines is a separate legal entity from other DP-DHL owned companies such as DHL Express or Radix Group International Inc. d/b/a DHL Global Forwarding. Throughout DP-DHL’s global footprint, service offerings include ocean and air freight forwarding and transportation; customs brokerage; warehousing and distribution; supply chain solutions; and express delivery. The entities under the global umbrella are members of the various trusted trader programs including C-TPAT, AEO, and PIP. Certification in these programs, as well as robust internal policy and procedures

for continued participation in these programs, demonstrates DP-DHL's commitment to security and compliance with regulatory agencies.

Danmar Lines has reviewed the Advanced Notice of Proposed Rule Making ("ANPRM") and offers the following comments as it is believed that the proposed changes add unnecessary regulatory burdens and have little merit on the findings of the issues addressed by Commissioner Khouri in the report issued in Fact-Finding investigation No. 27, dated April 15, 2011.

Proposed Section 515.14(c) provides that OTI licenses would need to be renewed every two years via the submission of an application and upon payment of an application fee. Danmar Lines disagrees with the proposal to require all forwarders and NVOCCs to renew licenses every two years by filing an application and paying a fee. The background of the ANPRM advised of proposals to modifications to Part 515 including "removing unwarranted regulatory burdens". However, Danmar Lines believes the requirement for license renewal is just that, a regulatory burden. The burden not only lies with the OTI 's but with the Commission as well. Danmar Lines is currently required and complies with the required notifications to the Commission on changes in corporate structure, officers, locations etc. Adding a license renewal and fee simply adds additional burden without any benefit. If the Commission simply has concern with the current information on file, it is encouraged that the Commission seek a status report filing vs. a license renewal and fee.


Proposed Section 515.21 suggests increasing bond requirements for the purpose of reflecting inflation and of the belief that current bond amounts are inadequate to protect parties who may make claims against these bonds. The bond is not intended to make all claimants whole which may be the unintended purpose based on the examples provided in the ANPRM.

Most commercial shippers are insured against cargo loss and damage. Danmar Lines discourages the proposed increase in bond amounts as the purpose of the increase is not clear.

Proposed Section 515.23 relates to the proposal to require parties to report claims to the FMC so the Commission can then publish a list of those actions on its website. A closer review should be conducted on the purpose of this requirement and the potential implications to a service provider reputation as the proposed posting of a claim has no intended relation to the overall volume handled by the OTI. A legitimate claim is generally handled by the insurance provider and there is no move against the bond. Danmar Lines, as a NVOCC, has not had any claims made against their bond.

Danmar Lines suggest reconsideration of the proposed regulations concerning advertising and agency agreements to commercial cargo but instead focus the regulatory requirements on the concerns with the movement of individual household goods and personal effects. A thorough understanding by the Commission of all agents involved in the supply chain supported by a clear definition of what the Commission defines as a agent is required if the Commission feels it needs to regulate shipping documentation and communication.

DATED: August 30, 2013


Ahmet Erener